



### Caltrans District 1

#### District Address

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#### Goods Movement Contacts

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Covering California's north coast, District 1 extends from the Oregon border south to the Mendocino-Sonoma County line and east to Clear Lake, covering the four counties of Del Norte, Humboldt, Mendocino, and Lake. Transportation planning is conducted by rural Regional Transportation Planning Agencies within each county.

### TRUCKING

#### Primary Truck Routes

- US 101 (considered the "lifeline of the North Coast")
- SR 20, SR 29, SR 53, SR 197, US 199, and SR 299 are all part of the "High Emphasis"<sup>1</sup> and "Focus Route"<sup>2</sup> network

#### Trucking Issues

- The Caltrans Richardson Grove Realignment Project proposes to adjust the alignment and slightly expand the roadway width on Highway 101 through Richardson Grove State Park to allow access for State Transportation Assistance Act (STAA) trucks. Opponents of this project have filed lawsuits against Caltrans under state and federal environmental laws citing harm to redwood trees and inadequate project environmental review.
- The SR 197/US 199 corridor is an important goods movement route for Del Norte County. There is an improvement project currently underway which will bring these routes up to STAA standards.
- SR 299 to the east is also important for Humboldt County. The Buckhorn Summit project underway in District 2 will improve truck movements and safety by adding a truck climbing lane and straightening curves.
- Limited roadway capacity, narrow lanes and shoulders, and lack of passing opportunities on many rural two-lane highways create advisories and truck restrictions based on length and weight.
- Several rural communities within the District have highways that also serve as local Main

Streets, which may create more potential for auto and freight conflicts and congestion.

- Hazardous materials and waste restrictions exist on SR 20 north shore near Clear Lake, but the rest of SR 20 is STAA-accessible.

### RAIL LINES

North Coast Railroad Authority (NCRA) owns the Northwestern Pacific (NWP) Railroad line from Korbelt to Healdsburg and has an operating easement from Healdsburg to Lombard. In 1988, the Federal Rail Authority (FRA) ordered freight operations on the NWP line to cease because tracks and highway crossing signals had deteriorated to below minimum requirements.

Restoration of service on the NWP line requires rehabilitation to FRA Class I<sup>3</sup> track standards and lifting of the executive order by the FRA. Since 2006, NCRA has concentrated on rehabilitating the segment of track from Healdsburg to Lombard. In May 2011, FRA permitted freight trains to run on the 62-mile segment between Lombard (Napa County) and Windsor (Sonoma County) in District 4.

#### Rail Issues

Restoration of freight rail north of Willits is problematic due to environmental constraints within the Eel River Canyon in Mendocino County. Since 1996, the line has been washed out at several points in the Eel River Canyon.

### AIR CARGO AIRPORTS

The Arcata/Eureka Airport, run by Humboldt County Public Works, is the primary passenger service airport in District 1, transporting roughly 350,000 pounds of mail and other freight each year.

# Freight Planning Fact Sheet

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Jack McNamara Field/Del Norte County Airport is an important cargo hub in the region. Federal Express (FedEx), Redding Arrow, and Sky West use this airport to transport cargo. FedEx also uses Murray Field in Eureka.

## SEAPORTS

The Port of Humboldt Bay is the only deep-water shipping port between San Francisco (225 nautical miles south) and Coos Bay, Oregon (156 nautical miles north), as well as California's northernmost deep-water port. Humboldt Bay Harbor, Recreation and Conservation District (HBHRCD) manages the port and is using federal transportation funds to further its strategic planning goals.

This northern port has the ability to accommodate large Panama Canal-class (Panamax) vessels. Forest products dominate both exports and imports; but petroleum products are also imported. Potential future trade includes coastal shipping (including barge), bulk cargo, and marine-dependent industrial opportunities.

The Maritime Administration (MARAD) awarded two Marine Highway Initiative grants to the Port. The Coast Intermodal / West Coast Hub-Feeder

initiative is for market analysis for short-sea s for the M-5 Marine Highway Corridor along the coasts of Washington, Oregon, and California, including Humboldt Bay. The Golden State Marine Highway initiative is to explore proposed services along the California Coast and calling on thirteen ports between Crescent City and San Diego.

Crescent City owns and maintains a harbor with a commercial fishing fleet and public-access docks.

## Port Issues

- Shoaling, sedimentation, and deferred dredging are substantial constraints to deepwater shipping.
- Most docks at Crescent City harbor were destroyed by surges from the March 10, 2011 Japan tsunami.
- Although a substantial inventory of port and cargo-handling facilities exists, it is underutilized due to facility disrepair, largely as a result of the declining timber industry.
- Balancing port activities with conservation, commercial fishing, environmental protection, and recreation is important to Humboldt County residents.

## SOURCES AND ADDITIONAL INFORMATION

Goods Movement Action Plan (2007), California Air Resource Board and Business, Transportation and Housing:

<http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>

Caltrans Office of Truck Services: <http://www.dot.ca.gov/hq/traffops/trucks/>

Del Norte Local Transportation Commission: <http://www.dnltc.org/mission.html>

Humboldt County Council of Governments, including 2008 Regional Transportation Plan: <http://www.hcaog.net/>

Mendocino Council of Governments (MCOG) Regional Transportation Plan:

[http://www.mendocinocog.org/reports\\_projects-RTP.shtml](http://www.mendocinocog.org/reports_projects-RTP.shtml)

North Coast Railroad Authority: <http://www.northcoastrailroad.org/index.html>

Port of Humboldt Bay website, including the Humboldt Bay Management Plan (2007): <http://www.humboldtport.org/>

Lake County/City Area Planning Council, including the Draft 2010 Lake County Regional Transportation Plan:

<http://lakeapc.org/index.asp>

Research and Innovative Technology Administration of the Bureau of Transportation Statistics (2010): [http://www.transtats.bts.gov/airports.asp?pn=1&Airport=ACV&Airport\\_Name=Eureka/Arcata,%20CA:%20Arcata/Eureka](http://www.transtats.bts.gov/airports.asp?pn=1&Airport=ACV&Airport_Name=Eureka/Arcata,%20CA:%20Arcata/Eureka)

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## NOTES

1. **High Emphasis:** "High Emphasis" routes are highways having the State's highest priority for programming to meet freeway/expressway standards or otherwise designated for their critical importance to interregional travel. These routes were first recognized in the 1990 Interregional Road System Plan.
2. **Focus Route:** Identified in the Interregional Transportation Strategic Plan (ITSP), this subset of the *High Emphasis Routes* highlights the State's highest priority routes that, when complete, will connect all urban areas and geographic goods movement gateways, as well as link rural and small urban areas to the trunk system.
3. **Class I:** A large freight rail carrier having annual operating revenues of \$250 million or more as annually adjusted by for inflation by the Surface Transportation Board. This group includes the nation's major railroads.

# Freight Planning Fact Sheet

